	CLASSIFIED MESSAGE		
DATE : 17 SEP 57	TOP SECRET	2 3	5 6
TO : DIRECTOR			25X1
FROM	INFO TO:		25/1
ACTION: OPS (1+2)			
INFO : S/C (3)		OPERATIONAL	IMMEDIATE
DCD	07707 17 579-57		
6941 (IN 26544)	2339Z 17 SEP 57	CITE:	25X1 25A1
TO:		1	25 X 1
25X1			
DASH ONE SIX GADGET ONE SEVEN SLANT TWO TWO ZERO FIVEZULATE 25X1			
I. THIS IS COMMANDER'S REPORT ON HISSION NUMBER SIX ZERO FLOWN ON ONE SIX SEPT FIVE SEVEN, 25X1			
ZERO EIGHT,	FLOWN ON ONE	SIX SEPT FIVE	25X1
KUEXTRA NUMBER THREE FIVE FIVE.			
2. THIS MISSION WAS CONTROL VERY SUCCESSFUL AS THE			
TARGET AREA WAS CLEAR.			
3. SIGNIFICANT LESSONS FROM THIS MISSION ARE:			
(OPTIONAL PARAGRAPH)	NOVEMBER SLANT ALFA.).	
A. CONFIGURATIONS USED AND EFFECTIVENESS: DASH TWO 25X1			
AND DASH FIVE COMPLETELY SUCCESSFUL, ONE ZERO ZERO 25X			
PER CENT OPERATION.	·	THE CANE	DEUT ATT ON
5. PILOT PERFORMANCE: EXCELLENT. THERE WAS ONE DEVIATION			
IN THE TARGET AREA. PILOT OVER DASH FLEU FOXTROT APPROXIMATELY			
ONE ZERO MILES, HOUR	EVER TURN WAS MADE GO	OD TO ARRIVE	OVER
GOLF ON FLIGHT STRIE	TO HOTEL. PILOT WA	S DISTRACTED	MOMEN -
TARILY BY APPROACH		90/0	\int
6. WEATHER FACTORS: NONE			
Chan	TOPOSETREST	OF THIS MESSAGE	Copy No.

CLASSIFIED MESSAGE

DATE : 17 SEP 57

TOP SECRET

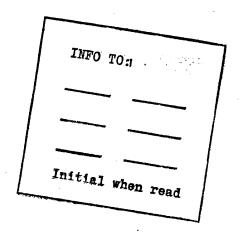
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0041 (IN 26544)

25X1

- 7. ELECTORNICS: RAMBO AMPLIFIER FUSE BLEW DURING FLIGHT.
 TIME UNKNOWN.
- 8. AIRCRAFT PERFORMANCE: FUEL CONSUMPTION ON INITIAL FLIGHT IN ACCORDANCE WITH HANDBOOK CURVE. ACTUAL FLIGHT ALTITUDE RAN ONE FIVE ZERO ZERO TO TUO ZERO ZERO ZERO FEET BELOW PREDICTED HANDBOOK CURVE FOR CRUISE ALTITUDE VERSUS FUEL TOTALIZER. THIS COULD BE ATTRIBUTED TO ALFA STICKING TPT INDICATOR WITH ACTUAL TPT BELOW INDICATED.
- 9. SUPPORT ACTIVITIES AFFECTING MISSION RESULTS: SATIS-FACTORY.

END OF MESSAGE.





IT IS FORBIDDEN TO MAKE A COPY OF THIS MESSAGE